



**THE CITY OF SAN DIEGO
OFFICE OF COUNCILMEMBER RAUL CAMPILLO
SEVENTH DISTRICT**

MEMORANDUM

DATE: December 30, 2021

TO: Honorable Mayor Todd Gloria

FROM: Councilmember Raul A. Campillo, District 7 *RAC*

SUBJECT: District 7 Bicycle Infrastructure Priorities

Thank you for the opportunity to provide input regarding the City's bicycle network as it relates to Council District 7. As the City progresses towards meeting the goals set forth by the Vision Zero Strategic Plan, we must continue to act boldly to make our streets safer for all San Diegans. Increased mobility and active transportation options make all communities safer and provide transportation choices to everyone, regardless of their neighborhood. The installation of new bike facilities makes, and improvements made on our existing bike facilities will make our City's roads safer for *all* modes of transportation, thus improving public safety for the residents of San Diego.

We must think outside of the traditional boundaries of mobility and active transportation investments in our City. In the eastern parts of our City, including District 7, San Diego residents commute to and from places like work and school in a personal vehicle, via public transit, on a personal or shared mobility device, and by bike. To strengthen the City's commitment to the Climate Action Plan and to increase access to all modes of transportation, I encourage you to expand the planned bike network to each border of our City, thus including all San Diego neighborhoods.

I respectfully request your consideration of including the subsequent District 7 streets in the City's planned bicycle network.

Slurry Seal Projects

The streets listed below are slated to be slurry sealed, per the Traffic Engineering Operations Division. The resurfacing efforts at these locations should incorporate bike facility improvements and must prioritize the protection of existing bike lanes and infrastructure. Including, but not limited to improvements such as physical barriers, green bike lane treatments and buffered bike lanes. The City should also plan for the future installation of dedicated lanes which do not merge into traffic for the benefit of street parking, and account for the need for vehicles to enter bike lanes to make a turn or merge into traffic to access a freeway off-ramp.

I respectfully request the following District 7 streets planned for slurry seal are prioritized in the City's planned bicycle network:

- Tierrasanta Blvd
- Ruffin Rd
- Santo Rd
- Friars Rd
- Jackson Dr
- Navajo Rd
- Linda Vista Rd

Reinforcement and Improvements

Various streets in District 7 currently have bike lanes and/or bike routes in need of reinforcement and improvements, while some do not have bike lanes at all. Regardless, each of these street segments have varying needs based on the current condition of the road and the existing bike facilities at these locations.

I respectfully request the following District 7 streets be prioritized in the City's planned bicycle network:

1. Existing Gaps in Current Bike Lanes Create an Unsafe Environment for Bicyclists

Friars Rd: Gaps in the current bike lanes are more frequent east of Stadium Way, and also occur at locations near SR-163, I-805, and I-15 where vehicles have to enter into the bike lane to turn at Rancho Mission Rd, or at Riverdale St to access these various freeways. Given the level of vehicular traffic along Friars Rd dedicated bike lanes with installed barriers would be preferred to improve safety. Additionally, given the increasing development of River Walk, Civita, and the new SDSU Mission Valley campus, robust and consistent bicycle safety measures will be a smart and important investment.

Navajo Rd: Gaps in the current bike lanes occur between Jackson Dr and SR-125, where the physical bike lane dissolves. In addition to reinforcing these lanes, the City should prioritize the installation of barriers along the stretch of roadway between College Ave and SR-125.

Lake Murray Blvd: Gaps in the current bike lanes occur between Navajo Rd and Jackson Dr, where the physical bike lane dissolved. In addition to reinforcing these lanes, the City should prioritize the installation of barriers between I-8 and one block north of Navajo Rd.

Aero Dr: Gaps in the current bike lanes occur along Arrow Drive where the physical bike lane dissolves for a few blocks and then resumes. In addition to reinforcing these lanes, the City should prioritize the installation of barriers.

2. The Installation of Barriers at Existing Bike Lanes will make Roadways Safer for Bicyclists and Vehicles

Santo Rd: Barriers should be installed along the entirety of Santo Rd up to SR-52, and the shared bike route between Blvd & Clairemont Mesa Blvd should be converted to a dedicated bike lane.

Mission Village Dr: Barriers should be installed on Mission Village Friars Rd and Gramercy Dr./Ruffin Rd, and the shared bike route between Shawn Ave and Ruffin Rd should be converted to a dedicated bike lane.

Antigua Blvd: Barriers should be installed along Antigua Blvd at the highly trafficked segment of roadway between Santo Rd and Via Valarta.

Murray Ridge Dr: Barriers should be installed along Murray Ridge Dr between Mission Center Rd and Sandroek Rd.

Mission Gorge Rd: Barriers should be installed along Mission Gorge Rd between Zion Ave and Golfcrest Dr.

Clairemont Mesa Blvd: Barriers should be installed along Clairemont Mesa Blvd due to the poor condition of the road which it creates unsafe conditions for bicyclists.

3. New Bike Lanes Promote All Modes of Transit and will Create Safer Roadways

Del Cerro Blvd: Del Cerro Blvd does not have any bike lanes. The installation of new bike lanes would ensure a safe path for bicyclists to reach key community locations such as Hearst Elementary, Temple Emanu-El synagogue, Del Cerro Park and Lake Murray. Given that Del Cerro Blvd has two vehicular lanes in both directions with street parking provided, a protected and clearly marked bike lane could be installed between vehicular traffic and available parking without compromising the needs of vehicles.

College Ave: College Ave would benefit from the installation of new bike lanes from the I-8 on-ramps and off-ramps to the intersection of Navajo Rd/Waring Rd. New bike lanes and physical barriers should be installed and without compromising the needs of vehicular traffic and available parking. College Ave currently does have a few segments of roadway with bike lanes, but these lanes need to be reinforced and protected by physical barriers. A complete and interrupted bike path of travel along the entirety of

College Ave will promote usage of the current bike lanes and will promote bike activity and safer street conditions throughout the road overall.

cc: Paola Avila, Chief of Staff, Office of the Mayor
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RAC/jrm